



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

400 Seventh St., S.W.  
Washington, D.C. 20590

June 1, 2001

Refer to: HSA-CC46C

Mr. Kaddo Kothmann  
President  
Road Systems, Inc.  
1507 E. 4<sup>th</sup> Street  
Big Spring, TX 79720

Dear Mr. Kothmann:

Your May 2 request for acceptance of a modified post layout for the FLEAT w-beam guardrail terminal is approved, based on staff review of a previous test you conducted on the FLEAT with breakaway steel posts and on a more recent test of a similar design with weakened wood posts on 1.9 m (6ft-3in) centers for posts 3 through 6.

Whereas the original FLEAT consisted of two breakaway anchor posts followed by four breakaway posts on 1.27 m (4ft-2in) centers and a seventh breakaway post at the standard 1.9 m (6ft-3in) spacing, the modified design will consist of the same number of breakaway posts, but spaced equally on 1.9 m (6ft-3in) centers. The last breakaway post will be located at the beginning of the terminal taper 11.4 m (37.5 feet) from the first terminal post. The first unmodified line post (wood or steel) will be 13.3 m (43.8 feet) from the terminal nose. The beginning of the length of need on the FLEAT remains unchanged at the third post, 3.8 m (12.5 feet) from the terminal end.

The breakaway anchor posts may be either the weakened timber posts originally tested or the steel breakaway posts accepted in my August 27, 1999, letter to you. Likewise, the remaining five posts may be either weakened wood posts or the tested breakaway steel post design. The modified post spacing is applicable to the FLEAT terminal throughout the currently accepted range of end-offsets.

Sincerely yours,

  
Frederick G. Wright, Jr.  
Program Manager, Safety